

DAVIS COUNTY TRAILS MASTER PLAN



INTRODUCTION:

During the last decade or so trails have emerged as a highly desirable, many would even say necessary, part of the urban landscape. They provide a way for nearly anyone to get into and enjoy the outdoors. They have become a part of many individuals' health and recreational routines. They can facilitate a strenuous hike or biking experience, a moderate walk or a stroll with young children or for the elderly. Some trails help to maintain our frontier roots by facilitating horseback riding and others allow for recreational use by ATV's and snowmobiles. They provide access to open spaces and link open spaces. It seems trails are becoming an integral part of the lives of many Davis County residents.

As this growth in popularity of trails in Davis County has occurred, the County and many city governments have been making plans for the future of trails in their respective jurisdictions. Some have done so with lesser efforts and others have gone to greater lengths to plan for their trails. What became apparent to those involved in the planning was that very little coordination was taking place between jurisdictions. It was with this in mind that Davis County, with a grant from the Utah Walks Program, began an effort to develop a master trails plan in the fall of 2004.

Davis County began the planning process by collecting all of the trails plans completed by the cities within the county and the County's own plan and consolidating them onto one map. This map along with other pertinent trails information was presented to a diverse group of trails connected people at a planning charrette held January 26, 2005 at the Davis Conference Center. The charette was quite successful in that it showed great support among trails people for a countywide plan. It also helped to establish the issues that needed to be resolved and priorities for doing so.

Following the charrette, a master trails planning committee was established to guide the planning process. The committee consisted of representatives of Davis County and all of the cities within the County as well as from UTA, UDOT, Wasatch Front Regional Council, US Forest Service and other relevant organizations.

This plan along with the accompanying map is the result of those efforts.

GOALS:

This plan, if followed, will provide a system of interconnecting and looping trails throughout the County. These trails will have different levels of development that lend themselves to users of all abilities and provide for a variety of experiences. Access to the County's most important open spaces, wildlife habitats and natural areas will be preserved. The trails will provide alternate transportation routes, some of which will be useful to bicycle commuters.

DEVELOPMENT STRATEGY:

Trail development will be based on opportunism and the progression of events that make trail development favorable. In other words, trail development will be initiated as funding becomes available, as agreements for right-of-ways and land acquisitions are consummated, as resources are made available and as joint efforts between government and other agencies produce favorable environments for development.

TRAIL CLASSIFICATIONS:

It was determined that there need not be a new trail classification system created for this master planning effort. The American Association of State Highway and Transportation Officials (AASHTO) have produced a trail classification system that is sufficient to classify trails if that becomes necessary. Most trails described in this plan have right-of-ways that are separate and distinct from any roadway or other transportation system. Those that share a right-of-way with another transportation method are obvious.

TRAIL DESCRIPTIONS AND STANDARDS:

The descriptions found in this section are not for every trail located in Davis County, but are only for those trails that are considered to have a regional significance due to their length, location or connectivity with other trails and destination points. There are many other trails found on the Davis County Trails Master Plan Map that are important on a smaller area basis and that provide important connections. There are still many other trails that are found on individual city trail plans but are not included in this plan because they are of local importance only. There are also many canyon and ridgeline trails within the mountains of Davis County that are not shown on the plan because it's simply not generally known where they all are. As these trails are located, they will be added to the plan. Those mountain trails shown are some of the more popular mountain paths.

Bonneville Shoreline Trail: The Bonneville Shoreline Trail (BST) is pedestrian, bike and equestrian path that approximates the prehistoric shoreline of Lake Bonneville along the foothills of the Wasatch Front. When completed it will traverse six counties from Box Elder and Cache Counties in the north to Utah County in the south. It will be some one hundred-eighty miles long and tend to be at the urban/wildland interface giving access to the public forest lands to the east. Davis County's segment is approximately 25 miles long with about 20 of those trail miles already in existence, though not necessarily protected. In the Bountiful/North Salt Lake area development has enveloped the shoreline of Lake Bonneville and gone much higher on the mountains.



The BST exists as Bountiful Blvd. which does not really qualify as a true trail, so an alternate route is planned that goes above all of the housing. Though this alternate does not follow the shoreline, it does provide a true trail experience, maintaining the connection between the user and the natural mountain landscape.

The BST has been identified as the highest priority trail in Davis County. It provides access to many canyon and mountain trails and connects with many other trails extending into the urban area as well. It should be developed as a 4' to 8' wide trail with a natural surface. Grades should not exceed 10%. When steeper grades are required, they should be kept to a minimum length necessary. Minor canyon crossings will require individual evaluation to determine if bridges are needed. Of special concern are the tie-ins with the Salt Lake County portion of the BST and the Weber County portion. In order to make the connection with Weber County, the trail will have to cross Weber Canyon with the Weber River, I-84 and two railroad tracks to cross in the process.

Denver & Rio Grande Western Rail Trail: The D&RGW Rail Trail is completely undeveloped at this time, but has been identified as the second most important trail in Davis County. This route presents an exciting new possibility for a trail extending 23.65 miles from West Bountiful on the south through Roy City in Weber County on the north. It will traverse some of the most densely populated areas of the County making it one of the most accessible trails in the County. This portion of the old railroad right-of-way was purchased by the Utah Transit Authority (UTA) in 2002 as part of a 175 mile corridor preservation purchase for future rail transit development. The Rail Trail facilitates preservation of the right-of-way for a future transit system under The National Trails System Act which allows railroad corridors to be preserved for future rail transportation by developing a trail in the interim.



The Rail Trail should be developed as a ten-foot wide paved path with an unpaved equestrian path to one side. The old railroad ballast will be capped with additional subgrade material, with the paved trail sitting on top. There are 36 road crossings and one railroad spur crossing that will need to be designed for maximum safety and approved by the appropriate authority.

Given its location, mild grades and direct route, the Rail Trail may become the most highly used trail in Davis County. With connections to the Legacy Parkway Trail and the Jordan River Parkway Trail, it has the potential of becoming a bicycle commuter route between Salt Lake City and Weber County.

Emigrant Trail: The Emigrant Trail is a north/south trail located in the western portion of Davis County near the shores of Great Salt Lake. This trail follows the historic route of emigrants that were heading to California after leaving the Oregon Trail in the mid 19th century.

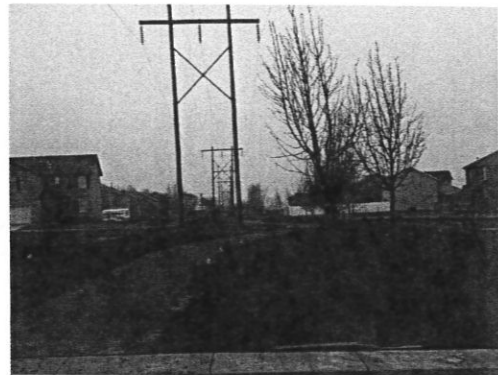


Through northern Davis County it follows the geographic feature known as The Bluff which is an ancient beach on prehistoric Lake Bonneville. As it courses south through Kaysville and Farmington, it roughly follows the Utah Power high voltage power lines and then follows Glover Lane eastward to terminate at the Rail Trail. This trail links several city parks together and provides access to

The Nature Conservancy's, Great Salt Lake Preserve boardwalk, and Farmington Bay Bird Refuge.

The Emigrant Trail is partially developed. Approximately two miles of trail in Syracuse have been completed. The 10 foot wide paved trail standard that has been used should be continued as the rest of this trail is developed. There are a few road crossings and some areas where the trail will be paralleling a road within the road right-of-way. These areas will need special design attention to assure safety.

Power Line Trail: This trail is another trail of opportunity. The alignment follows the high-voltage power lines through the northern part of the County which is largely owned by Utah Power. In Layton, this trail merges with and becomes the Emigrant Trail through Kaysville and Farmington. Utah Power does not allow any major structures within their right-of-way and so this corridor presents a good location for a trail. There are, however, many users and lessees of the property and many fences and ditches that will present obstacles in developing this trail.



Clinton City has developed a short portion of this trail, but nothing else has been done to date. The development standards for this trail have yet to be worked out among the six jurisdictions involved.

Legacy Parkway Trail: This trail is will be built as of the Legacy Parkway highway project. The trail will parallel the east side of the Legacy Parkway from Park Lane in Farmington to its interchange with I-215 in North Salt Lake.

Fortunately, there are connections to other major trails at both ends and in the middle of this route. At the north end, this trail ties into the Farmington Creek Trail and the Rail Trail. Near the Centerville/West Bountiful border it crosses the Rail Trail. At the south end it can make a connection with the Jordan River Parkway Trail. The trail would be designed to accommodate walking, biking and equestrian use. The State of Utah will be building the trail.

Weber River Parkway: The Weber River Parkway in South Weber City is a proposed extension of a trail, portions of which already exist, in Weber County. This trail follows the south side of the Weber River from the mouth of Weber Canyon to the point where the river is no longer the border between Weber and Davis County and goes into Riverdale City. Somewhere near this point, the trail will cross the river via a bridge and continue on the north side of the river to the confluence with the Ogden River, eventually connecting to the Ogden River Parkway Trail. This trail is certainly of regional importance and provides a great opportunity for a loop with the Ogden River Parkway and the BST in Weber County.

This trail is being developed as a ten-foot wide paved path. There are those that would like some of this trail to be natural surface, particularly the part in South Weber City. There needs to be more discussion on this matter between interested parties. The development of the trail will depend on South Weber City, Riverdale City and Ogden City with cooperation from Weber Pathways and Davis County.

Kays Creek Trail: This trail runs from the foot of the mountains nearly to Great Salt Lake following the North Fork of Kays Creek and Kays Creek. This is a very important east/west path that connects the BST, Davis & Weber Canal Trail, Layton Commuter Rail Station, Rail Trail and the Emigrant Trail through Layton City. The alignment runs almost entirely within Layton except for a short section that is currently unincorporated and a short section in Kaysville City. Layton City has developed about 3 ½ miles of the 7 total miles of trail.



This trail is being developed as a ten-foot wide paved path. This standard should be continued. The development of this trail will mostly be by Layton City.

Davis & Weber Canal Trail: This trail follows the Davis & Weber Canal from the mouth of Weber Canyon around the sandy bluff on which Hill A.F.B. is located through the cities of South Weber, Riverdale, Sunset, Clearfield and coursing southeast through Layton. Thus far, only Clearfield has actively pursued trail construction and has received a grant to do so. The Davis & Weber Canal Company has been very cooperative with Clearfield in allowing this trail within its right-of-way.

There will be some difficulties in taking the trail across I-15 in Sunset and in going through a corner of Hill A.F.B. Alternatives may need to be developed for these problems. Clearfield is developing the trail as a ten-foot wide paved trail. This standard should be followed by the other cities involved.

Farmington Creek Trail: The Farmington Creek Trail follows the creek from the mouth of Farmington Canyon to its termination at the Farmington Bay Waterfowl Management Area.

This 3.8 mile trail is one of the most scenic urban trails in the County. It passes Farmington Pond, goes through a portion of Lagoon Amusement Park containing elk and bison pens, and then travels through the Davis County FairPark on its way to Farmington Bay. The segment on Lagoon property is known as the Lagoon Trail. The trail is about 2/3 complete with 2.3 miles paved and in use.



The completion of this trail will be largely the responsibility of Farmington City. The completed portion is eight-foot wide paved. This standard should be followed to its completion.

Farmington Bay Waterfowl Management Area: Farmington Bay WMA is primarily a bird refuge owned and managed by Utah Division of Wildlife Resources. There are many dikes throughout the refuge constructed to manage water levels and thus, bird habitat. Most of these dikes double as trails. The dikes are flat and, even though not paved, are easy to negotiate on foot, bike or horseback. Of course, the birding opportunities are spectacular. There are restrictions on when these trails can be used due to the needs of the birds. Restrictions vary by area, so trail users should obey the signs. There are no further improvements anticipated for these facilities.

Jordan River Parkway Trail: This proposed trail is the logical termination of the Jordan River Parkway trail that exists through much of Salt Lake County. The proposal is to pick up the trail where it currently terminates at the Davis County/Salt Lake County border and run it northward under I-215 and following the river to a place known as River's End.

This trail will be primarily the responsibility of North Salt Lake City to complete. This trail could be either paved or natural surface. The standard to which it is built will need further study.

Antelope Island Trails: Antelope Island, the largest island in Great Salt Lake, is a Utah State Park. The park contains many trails, most of which allow any non-motorized use. All



trails on the island are natural surface and range from easy to very difficult. There are approximately 30 miles of developed trail with another 22 miles of planned trail.

A mere 7 miles from Syracuse on the Davis County Causeway, Antelope Island State Park provides a supreme wilderness trail experience year-round. In addition to some excellent birding, bison, deer, antelope and big-horn sheep can be seen from the island's trails. Utah State Parks will be responsible for all trail development on the island.

DAVIS COUNTY TRAILS MASTER PLAN MAP:

The real meat of this plan is the Davis County Trails Master Plan Map. The map indicates existing and proposed trails, desired trail routes, trail heads and other pertinent information. Major regional trails are depicted by different color lines while there are many other important trails shown as proposed or existing city trails. These trails are mainly contained within one city and many of them are connectors from one major trail to another, or to a park, school or other destination. This map is a guiding document only and is subject to amendment from time to time.